

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " " W. A. Valentine.
 "FATSHAN," 2,260 " " " R. D. Thomas.
 "HANKOW," 3,671 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONGSHAN," 1,998 tons, Captain G. F. Morrison, R.N.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Special Excursions leaving Hongkong at 9.30 A.M. on Sunday, the 5th, and Monday, the 6th August.
 Also a second departure on Monday at 7 P.M. for Macao.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M.
 On Sunday, the 5th, and Monday, the 6th August, at 3 P.M. (See Special Express).
 There will be no departure from Macao on Monday, the 6th August, at 8 A.M., and no departure from Hongkong at 1 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 338 tons, Captain J. Wilcox.
 "NANNING," 269 " " " C. Butcher.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahang, Kunchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-Tai, Lo-Fing-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 7.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak-Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

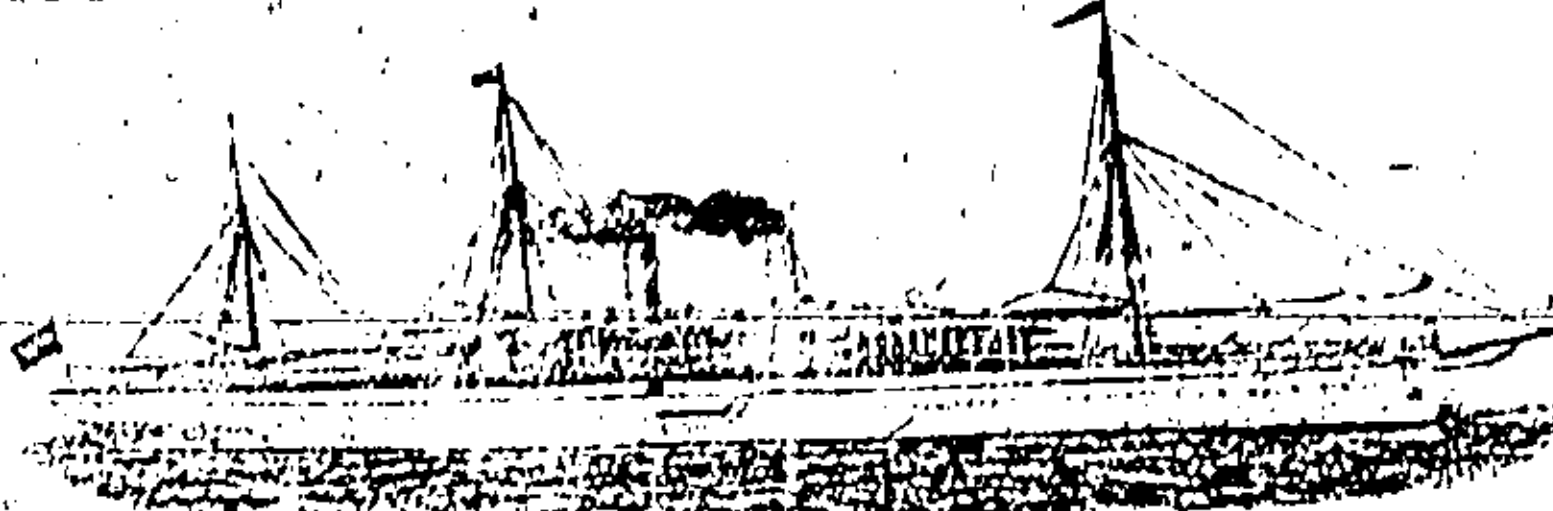
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st July, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

| P.M.S. | Tons | LEAVE HONGKONG | ARRIVE VANCOUVER |
|--------------------|-------|-------------------------|------------------|
| "TARTAR" | 4,425 | WEDNESDAY, August 8 | September 1 |
| "EMPRESS OF INDIA" | 5,000 | WEDNESDAY, August 22 | September 12 |
| "ATHENIAN" | 2,440 | WEDNESDAY, September 5 | September 29 |
| "EMPRESS OF JAPAN" | 6,000 | WEDNESDAY, September 19 | October 10 |
| "MONTEAGLE" | 6,163 | WEDNESDAY, October 3 | October 27 |
| "EMPRESS OF CHINA" | 6,000 | WEDNESDAY, October 17 | November 7 |

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence \$60. Via New York \$62.
 Hongkong to London, Intermediate or 2nd Class \$40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to—

W. CRADDOCK, Acting General Agent,
 Corner Paddy Street and Praya, opposite Blake Pier. (13)

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
 Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3, Return Ticket, \$5; 2nd Class, \$2; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1, with Cabin, \$2.
 1st Class—Return, \$2, with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—30 cents each trip.

All Meals can be supplied on Board at 1/6 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 22nd June, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW," 1,309 tons, Captain T. R. MEAD.
 "KWONG TUNG," 1,238 tons, E. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, \$4.
 Meals 1/6 each.

Excursions to MACAO every SATURDAY, at 2 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:
 1st Class single \$1 with cabin berth \$2.00
 return \$1 3.00
 2nd Class single \$0.80, return 1.50
 Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbours Office.

SHIU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 8, Queen's Road West.

Hongkong, 13th July, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUETZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

| STEAMERS. | SAILING DATES. |
|-----------------------|----------------------------|
| PRINZ REGENT LUITPOLD | WEDNESDAY, 15th August. |
| PRINZ EITEL FRIEDRICH | WEDNESDAY, 20th August. |
| SACHSEN | WEDNESDAY, 12th September. |
| PRINZ HEINRICH | WEDNESDAY, 26th September. |
| GNEISENAU | WEDNESDAY, 10th October. |
| PRINZ LUDWIG | WEDNESDAY, 24th October. |
| PRINZESS ALICE | WEDNESDAY, 7th November. |
| PREUSSEN | WEDNESDAY, 21st November. |

WEDNESDAY, the 15th day of August, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Captain H. Kirchner, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 13th August, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 14th August, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 14th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

| | 1st Class | 2nd Class | 3rd Class |
|--|-------------|-------------|-------------|
| TO NAPLES, GENOA & GIBRALTAR | \$61. 0. 0. | \$42. 0. 0. | \$22. 0. 0. |
| Return | 91. 0. 0. | 63. 0. 0. | 33. 0. 0. |
| TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG | 65. 0. 0. | 44. 0. 0. | 24. 0. 0. |
| Return | 97. 0. 0. | 66. 0. 0. | 36. 0. 0. |
| TO NEW YORK VIA SUETZ: | | | |
| VIA NAPLES, GENOA OR GIBRALTAR | 64. 0. 0. | 44. 0. 0. | 26. 0. 0. |
| Return | 115. 0. 0. | 79. 0. 0. | 47. 0. 0. |
| VIA BREMEN OR SOUTHAMPTON | 68. 0. 0. | 46. 0. 0. | 27. 0. 0. |
| Return | 123. 0. 0. | 83. 0. 0. | 49. 0. 0. |

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

| STEAMERS. | Tons. | SAILING DATES. |
|-----------------|-------|--------------------------|
| WILLEHAD | 4,763 | TUESDAY, 21st August. |
| PRINZ WALDEMAR | 3,227 | TUESDAY, 18th September. |
| PRINZ SIGISMUND | 3,364 | TUESDAY, 16th October. |

ON TUESDAY, the 21st day of August, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenaue, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

| | 1st Class | 2nd Class | 3rd Class |
|--|-----------|-----------|-----------|
| TO MANILA | \$50.00 | \$30.00 | \$20.00 |
| TO NEW GUINEA | \$28.00 | \$18.10 | \$14.00 |
| TO BRISBANE | \$30.00 | \$20.00 | \$14.00 |
| TO SYDNEY | \$31.00 | \$23.00 | \$15.00 |
| TO MELBOURNE | \$34.10 | \$24.10 | \$16.00 |
| TO YOKOHAMA | \$38.00 | \$26.00 | \$18.00 |
| TO KOBE | \$95.00 | \$70.00 | \$50.00 |
| TO YOKOHAMA & back from KOBE to HONGKONG | \$140.00 | \$100.00 | |

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

| | 1st Class |
|--|-------------|
| TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer | \$97. 0. 0. |
| TO EUROPE VIA AUSTRALIA AND AMERICA | 96. 0. 0. |

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

| | SACHSEN | PRINZ HEINRICH | PRINZ WALDEMAR |
|-------------------------------------|-------------------------|-------------------------|-------------------------|
| SHANGHAI, NAGASAKI, KORE & YOKOHAMA | WEDNESDAY, 15th August. | | |
| SHANGHAI, NAGASAKI, KORE & YOKOHAMA | | WEDNESDAY, 20th August. | |
| YOKOHAMA & KOBE | | | WEDNESDAY, 20th August. |

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

| | 1st Class |
|---------------------------------------|-------------|
| TO LONDON VIA PLYMOUTH OR SOUTHAMPTON | \$62. 0. 0. |
| TO BREMEN | 65. 10. 0. |
| TO PARIS VIA CHERBOURG | 65. 0. 0. |
| TO NAPLES, GENOA VIA GIBRALTAR | 65. 0. 0. |

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 1st August, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand; (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone Nos. 376, 508, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO. LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.
 Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Always ready for immediate use. Destroys all smoke. Requires only one hand to hold. Can be used by anyone, even lady or child. Weight only 15 lbs. when full. Minimum of Price, Weight and Size. Maximum of simplicity and effect.

"MINIMAX"

Hongkong, 10th May, 1905.

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EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905. (48)

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 34 DAYS. THE steamers sail from HONGKONG to SA-CHUI, SHUIHUI, TAKHUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

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JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

| Steamer. | From | Expected on or about | Will leave for | On or about |
|-----------|-------|----------------------|--------------------|----------------------|
| TJILATJAP | JAVA | First half August | JAPAN VIA SHANGHAI | First half August |
| TJILIWONG | JAPAN | Second half August | JAVA PORTS | Second half August |
| TJIMAH | JAVA | Second half August | JAPAN VIA SHANGHAI | Second half August |
| TJIPANAS | JAVA | First half September | JAPAN VIA SHANGHAI | First half September |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 30th July, 1906.

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Intimations:

Queen's Road Central.
Hongkong, 1st August, 1906.

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

- B. SUPERIOR PALE DRY, Dinner**
Wine, Green Seal Capsule 12.50
- C. MANZANILLA, PALE NATU-
RAL SHERRY, White Capsule** 13.50
- GO. SUPERIOR OLD DRY,
PALE NATURAL SHERRY,
Red Seal Capsule** 16.00
- D. VERY SUPERIOR OLD PALE
DRY, Choice Old Wine, White
Seal Capsule** 18.00
- E. EXTRA SUPERIOR OLD
PALE DRY, Very Finest Qual-
ity (old bottled), Black Seal
Capsule** 27.00
- B, C, and CC are excellent Dinner Wines,
D and E are After-Dinner Wines of a
very fine Vintage.
- ALL ARE SUPERIOR XERES WINES.**

COGNAC BRANDY.

- A. OLD PALE** \$20.00
- B. SUPERIOR VERY OLD
COGNAC** 27.00
- C. VERY OLD LIQUEUR
COGNAC** 33.00
- D. HENNESSY'S FINEST VERY
OLD LIQUEUR COGNAC** 40.00
- D. is a VERY FINE LIQUEUR
BRANDY which we guarantee cannot
be matched at the price.**

All the above prices are subject to a
discount of 5 per cent.A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 25th July, 1906.

NOTICE.

As communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Shing Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contributions.

SUBSCRIPTION RATES IN ADVANCE.

DAILY—\$30 per annum.
WEEKLY—\$12 per annum.

The rate per quarter and per annum, postage paid.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

BIRTH.

On the 26th July, at Shanghai, the wife of
WILLIAM YOUNG, of a son.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 1, 1906.

HONGKONG HARBOUR.

In view of the fact that the importance of
Hongkong largely depends upon the ship-
ping which enters the port and makes this
Colony the distributing centre for South
China, anything which affects the facilities
afforded to vessels arriving here must be of
interest to the community in general. For
some time there has been an uneasy feeling
in shipping circles that as a consequence of
the strong currents in certain portions of the
harbour there has been a silting-up in the
entrance waterways, which may in time
seriously interfere with the passage of the
great liners now plying between Europe and
the Far East. Commander R. W. Glenzie,
R.N., of H.M.S. *Waterwitch*, by permission
of the Commander-in-Chief, took soundings
of various sections of the harbour last year
with the object of comparing the depths
found with those recorded in 1887. In a
letter dated 27th July last, from the Colonial
Secretary to the Chamber of Commerce, it
was stated that: "These sections show
very little change in the sea-bed to have
taken place in the interval between the two
surveys. There has been a slight scouring
on the Hongkong side in the narrowest part
of the harbour and a slight deepening gen-
erally in the western part and over Kellet's
Bank. So far as it goes that is quite satis-
factory, but the paragraph which follows is

entitled to some consideration. The Colo-
nial Secretary wrote: "It is clear, there-
fore, that any further consideration of the
question of extensive dredging in the harbour
will be on account of the increased number
and draught of ships that use it and not on
account of diminished area of deep water in
it." In other words, while it seems evident
that the silting-up of the harbour is a negli-
gible quantity there is reason to believe that
the increased tonnage of vessels calling at
Hongkong will necessitate the adoption in
the very near future of an extensive scheme
of dredging at the gateways to the harbour
if the vessels of the P. and O. Company,
N. D. L., and the American lines are to be
piloted into the port without danger of
striking a mudbank. The Chairman of the
Committee which considered the Colonial
Secretary's communication expressed the
opinion that the report was much more
satisfactory than had been anticipated,
"and the question of dredging to provide
an extension of mooring space was one
which could be left over for the present."
The report may be satisfactory in a mea-
sure, but the hint that specified sections of
the harbour are likely to become too shall-
ow for vessels of larger draught is worthy of
attention. Anything that is calculated to
impede the shipping traffic is of far too
much moment to be relegated to the limbo
of the forgotten, and the slightest hint re-
garding the probable requirements of the
port cannot be neglected. It is all very well
to say that the question of mooring space
can be left over for the present, but it has
to be faced, and the sooner a start is made
the better it will be for the Colony. Hong-
kong is fortunate in having a natural har-
bour which so far has sufficed for the needs
of the mercantile marine fleet. But there
has been a marked change in the conditions
which existed twenty years ago and obtain
to-day. Then, a vessel of 8,000 tons was
considered a leviathan in Hongkong har-
bour, but within the space of a few years
there has been a marvellous development in
the size of the steamers touching at Hong-
kong. Each of the great passenger lines
has at length realised that the trade of the
Far East is worth cultivating, and that the
days when second-rate vessels and worn-out
tramps were considered quite good enough
for ports beyond Ceylon have passed. Only
the other day we noted the arrival of the
luxuriously-appointed *Maldonado* of the P. and
O. Company's fleet, while last week the N.
D. L. liner *Prinz Eitel Friedrich* accom-
plished the journey from Singapore to Hong-
kong in three hours less than ten days,
which may be described as record time.
Once, and that not a decade ago, the voyage
between the ports was estimated to occupy
anything between five and seven days, but
now *sevens change tout ça*. The Pacific is
the new racing track of the oceans, and half-
a-dozen lines are daily fighting for the lead
as regards speed and comfort. For the vessels
trading on the Pacific, Hongkong is the
terminus at this end and it is a strange day
when the harbour is devoid of craft of the
larger growth. Every year sees the con-
struction of huge floating palaces of steel;
shipping companies are discarding their
ships of small tonnage in favour of vessels of
great capacity and, consequently, great dis-
placement. It therefore behoves the legis-
lators of the Colony to make every provision
for the shipping interests on which so much
depends. If it be the fact that the harbour
may have to be deepened in order to allow
vessels of excessive draught to enter with
safety then the matter should be taken up
at once, otherwise the future of Hongkong
as a port may be jeopardised. Singapore
has adopted a costly scheme of harbour
improvements—whether with or without the
consent of the residents is beside the ques-
tion. The authorities at Manila have only
one object in view, to build up the shipping
interests of the port, and, if possible, to
wrest from this Colony her supremacy in the
Pacific trade. We cannot afford to shelve
the question of dredging the harbour for the
accommodation of vessels of high tonnage,
for it involves the prosperity of the Hong-
kong and Whampoa Dock Company and
practically all the industries of the Colony.
It is to be hoped, in these circumstances,
that while the Chamber of Commerce may
consider the Colonial Secretary's report
"more satisfactory than had been anticipat-
ed," the suggestion that it may be necessary
to proceed with extensive dredging opera-
tions will not be pigeon-holed. Those who
are inclined to cry "*Mohana, mohana*" or
even "*Festina lente*" should have no place
in the counsels of the Chamber of Commerce
or any other body which presumes to be
an informally constituted adviser of the
Government, when a question vitally affect-
ing the well-being of the Colony is under
consideration.

Ng Ka, scavenging coolie, 28, Bridges Street,
appeared before Mr. H. H. J. Gompertz, at the
Magistrate's court this morning, on a charge of de-
positing rubbish on Magazine Gap Road, early
this morning. Accused said he left the rubbish
near the side-channel to return for it later.
His Worship asked him to pay a fine of \$10.

YOUNG CHINA.

China's regeneration has arrived "at the
double," to use a military term. As every-
body knows the Chinese taste for Western
luxuries has been educated until to-day the
old-time delicacies of native fare are only
spread on the table for the benefit of unsophisticated foreigners. At least, there is a
suspicion held by a good many worthy peo-
ple that the famous *plats* which are supposed
to be peculiarly Chinese, such as sharks' fins
and birds' nests are spread out only in compli-
ment to the guest, so that he may return to his
native land and brag about his acquaintance
with all the culinary devices of the Chinese
kitchen. But when we commented the other
day on the commercial importance of
China as a consumer of European products
we had in mind, Chinese of the travelled
and cultured class, men of standing and
substance, whose association with foreigners
had led them to understand the appreciation
in which the latter hold certain luxuries.
True, reference was made to the wants of the
peasantry, but these were only supposed to be
in the way of cotton stuffs and articles of
attire generally. It is usually found that as
a race emerges from its barbaric state it
begins by recognising its nakedness and
forthwith proceeds to attire itself in all the
hues of the rainbow, until it eventually
reaches that dizzy height attained by a
few "bloods," "sparks," "Corinthians,"
or whatever they may be called, whose
habitat is the region of Bond Street. It
was not suggested that the *hoi-polloi*
would very materially affect the important
trade of China, simply because it was not
believed they had yet reached that standard
of enlightenment which demands sweet-
meats as its due and luxuries as its right.
Of course we have been confounded, and
in the most signal fashion. An urchin of
the gutter type was hauled before one of the
Magistrates to-day charged with stealing, or
attempting to steal, a freezer. Surely that is a
"clear indication" that young China is
advancing. Luxury, pure luxury, was the
motive of the street Arab's misdemeanour.
At any rate, let us hope so. In this hot
weather, he yearned for the delights of what
used to be known as *hokey-pokey*, although
we are far above slang nowadays. He saw
the freezer standing neglected, idle, for-
gotten; and, believing that everything is
made for a purpose, and convinced that his
purpose in life was to convert tepid liquids
into icy draughts, he made bold to help
himself, in due consonance with the words
of the proverb. It was unfortunate that the
freezer was temporarily invested with an *ai*
spirit. It groaned and creaked so vigorously
that a *faki* who happened to be on the
scene had his attention called to the freezer
and the urchin, and eventually, the *faki* be-
came the freezer and the gamin the freezer.
The methodical Magistrate wondered that
so small a boy should have attempted to
deal with a rob, freezer, but did not evi-
dently give him that credit to which he was
entitled. The very fact that the young
generation as personified by the little vag-
abond should have endeavoured to tackle
a job obviously beyond his strength
shows a vigour of mind and spirit which
may yet lead to great heights—or depths.
His palate was tickled by the thought of
ice-cream. Instead of sitting on his haunches
and bawling his hard fate, or pestering
pedestrians with howls for *dum-hau*, he
seized the situation, and the freezer, in both
hands—after the accredited type of the self-
made man. The Magistrate saw nothing of
all this; most prosaically he sent the urchin
to prison, where there is no ice-cream and
never a freezer. There is a moral in the
story somewhere. It would be interesting
and, perhaps, profitable—if it were possible
—to watch the career of the gutter-snipe
who has been sent into an unsympathetic
world with the palate of an epicure and the
individualistic energy of a Roosevelt.
Jealous people might say that he must have
been born of British stock and inherited the
trait of seizing on everything in sight and
proclaiming a lien on the next world, but
such persons should be treated with the
contempt they deserve. Meanwhile, the
cause of these reflections is reduced to
bread and water.

ANALOGOUS CASES.

A case which came up in the Police Court
to-day is on all fours with a case which
occurred in England some months ago. Here,
some excise officers decided to make a raid
on an opium den, but they were forestalled
by a friend of the habitués who warned the
opium-smokers of the excisemen's inten-
tions. The result was that when the officers
arrived the birds had flown and there was
nobody to wish them joy except the unclon-
quely "informers." Naturally the raiders
were in anything but a good temper when they
discovered that there is a solid stratum
of truth in Burns's muse which runs: "The best
laid schemes of mice and men gang a' gley." So
they arrested the only person in sight and
marched him off to goal on a charge of as-
sisting misdoers to escape. They had no
evidence and the accused was discharged.
In England, a couple of constables were
ordered to conceal themselves in a shady

lane where it was believed motorists were ad-
dicted to the bad habit of exceeding the
legal limit of 12 miles an hour. They hoped
to demonstrate the superior advantages of a
stop-watch and a blue uniform hidden in the
gorse over the lordly motorist and his satel-
lites; but they reckoned without their host.
A genial taciturn saw the manoeuvre and
decided to outwit the police. Not that he had
any love for motorists, probably, but it is more
amusing to witness the discomfiture of a
petrified and angry policeman—who is com-
pelled to bottle up his adjectival vocabulary
by reason of his uniform—than to see a few
motorists "held up" by the minion of the
law. Accordingly, he stationed himself well
away from the constables, and each motorist
as he passed was informed of the "plant"
ahead. The result was that "scorchers"
proceeded at a funeral pace along the road
to the great disgust of the watchers. The
only capture was the countryman who had
spoiled their scheme and possibly their
chances of promotion. But when the case
came to Court, it was successfully argued that
the accused had only done his duty in warn-
ing people against an infringement of the law.
The case excited a good deal of comment at
the time and is still a standing joke among
motorists in England. The two cases seem
analogous, and the point is what would have
happened had the excise officers in Hongkong
been able to produce evidence to show that
the alleged culprit was responsible for the
disappearance of the law-breakers. Would
he have got off as easily as the English coun-
try labourer?

LOCAL AND GENERAL.

The pirate chief who was recently extradited
from Macao was executed at Canton yesterday
morning on the execution ground at 11.30 a.m.
Several European witnesses the execution;
also a big Chinese crowd. The pirate chief
awaited calmly and without emotion his fate,
the executioner cutting the head from the body
with one mighty stroke. He said a few
words to the crowd, saying that he was not a
murderer. He was a very strong looking man.
—*Canton Daily News*.

The Viceroy returned suddenly from Wham-
poa yesterday, says the *Canton Daily News*,
although his leave does not expire until the
8th moon. Many reasons are given for his re-
turn, but nothing is known for certain. The
Manchus attribute it to their complaint to Pe-
king. Certainly something serious has hap-
pened or may be expected. It is a significant
fact that although the Viceroy's return must be
known to every editor in Canton not a single
Chinese newspaper has dared to mention it.

Mr. F. A. Hazeland gave his reserved decision
yesterday afternoon, at the Police Court, in the
case in which *Chung Chun-yuen*, landlord of
Nos. 1, 2, 4 and 5, Hill Road, was summoned
by the Building Authorities for erecting
wrought iron partitions on the premises with-
out a permit. Mr. F. B. L. Bowley, of Messrs.
Dennys and Bowley, Crown Solicitors, prose-
cuted, and Mr. M. W. Slade, instructed by Mr.
R. Harding, of Messrs. Ewens, Harston and
H. Ring, defended. The decision was for the
complainants. Mr. Slade asked for a nominal
penalty. His Worship fined defendant \$500.

RECENTLY a deputation of the Japan Steamship
Owners' Association visited the Japanese Navy
Department explained the Association's project
for encouraging fishermen to pick up floating
mines along the coast, and asked for the
assistance of the authorities. The project is
warmly supported by the Navy Department,
and the deputation is to wait upon the De-
partment of Communications in a day or two, says
the *Japan Chronicle* of July 22. The Govern-
ment authorities are taking steps to ascertain
the views of fishermen in regard to the most
effective measures for picking up the mines.

A BARBER and a cook went into Mr. P. Bjor-
jee's drapers' shop, at No. 128, Wellington
Street, yesterday. The cook asked to be shown
some samples of cloth, while the barber looked
around the establishment. The cook was not
satisfied with the cloth and went farther into
the shop to inspect other goods, while the
barber edged up to the counter. While the
cook was engaged in conversation with the
salesman, the barber picked up a parcel from
the counter and left the premises. The parcel
contained \$5 worth of buckles. The salesman,
who had his eyes on both men, saw the sudden
departure of the barber and his bundle of
buckles, and calling out to an assistant to
keep the cook he went after the barber, cap-
turing him some yards away. The pair were
charged before Mr. F. A. Hazeland this morn-
ing with theft, and each was sentenced to six
weeks' hard labour and six hours' stocks.

LI PO, a fisherman, of Sha Kiu, New Territory,
thought he was doing a kind act when he rub-
bed wildly into a matchless in the New Territory
yesterday morning, and in a breathless manner
told the inmates to skip for the opium men
were coming. The inmates of the matchless
took his advice, gathered up all their opium,
and made for the hills. When this was over, it was
said, Li took up a position outside the shed and
waited. The excise men loomed on the top of
the hill. They reached the shed and when they
entered it there was a broad grin on the
face of Li. The officers found nothing, and a
whisper went round among them that the man
outside had a hand in the escape. They went
out and not to return empty-handed they ga-
bered Li up and took him to the Central Po-
lice Station. There he was charged with aid-
ing and abetting others to commit an offence.
He was placed before Mr. F. A. Hazeland this
morning at the Police Court, and as the prose-
cution could not produce sufficient evidence to
warrant a conviction, the defendant was dis-
charged.

BECAUSE she could not agree with her mother-
in-law Mrs. Chung Lai Mun, twenty-six years
of age, the wife of a farmer in the New Ter-
ritory, put an end to her life, on the 29th ult.,
by jumping into the Tai Lam Chung river.
The young woman, who had been married for
several years, was always at loggerheads with
her mother-in-law, who, it is reported, ruled
her with a rod of iron. On Sunday last after a
force dispute the younger woman left the house
saying she was tired of life and that they would
not see her again. Her body was picked up
some distance away from the place she dived
in yesterday.

SOME excitement prevailed in a ricksha coolies'
house at No. 6, Tai Wo Street, Wanchai, at
about 2.20 o'clock this morning, when one of
their compatriots who had just returned home
knocked over a burning kerosene oil lamp that
had been carelessly left under the staircase by
another coolie. The lamp exploded, and soon
the staircase was ablaze. The noise of the
coolies attracted the attention of an officer,
who entered the building and with the assist-
ance of the coolies, who, on seeing a European
had recovered their equilibrium, the blaze was
put out. The damage done is estimated at
the large sum of one dollar. The damaged
goods, adds our representative most sympathet-
ically, were, unfortunately, not insured!

SHIPMASTERS arriving in this harbour are
commenting somewhat strongly upon the dirty
condition of the waters thereof, due, no doubt,
to the eternal dumping, by irresponsible sam-
pan, junk and dust-boat masters, of all sorts of
rubbish, consisting chiefly of fruit skins,
papers, piles of straw, fragments of dunnage,
mats, etc., which clog the blades of the
propellers of the steamers, and are a nuisance
generally. This is most marked in the
central and western districts, while the re-
gion in and around the Victoria Recreation
Club baths has not had any clean water float-
ing around for some time. Prosecutions are
continually being made by the Water Police,
but either the penalties inflicted are not suf-
ficiently deterrent, or the offenders manage to
escape detection in the dark hours of the
night.

SAM FUN, a bottle washer, employed by Messrs.
A. S. Watson and Company, was charged with
an attempt to steal an ice cream freezer, valued
at \$550, the property of Messrs. A. Chee and
Company. According to the manager of the
complainant firm, defendant walked up to the
door of the firm yesterday afternoon, and when
he thought the way clear, made a grab at the
freezer. Unfortunately for the accused the
freezer was attached to others and would not
come when defendant pulled it. The noise
attracted a *faki* in the shop, who saw defendant
pass the shop window in record time. A hot-
footed case followed, and accused was arrested
near the Clock Tower by an Indian constable.
Other witnesses were called. Defendant said
he was plying with other boys and accidently
collided with the ice cream freezers. The
accused brought out a *faki* and fearing that there
would be trouble in store for him if he remained
too near the shop he ran. The freezer
weighed about 10 pounds, and his Worship had
his doubts as to whether a lad like the accused
could go very far with such a burden; besides
Queen's Road Central would be crowded at
that time of the afternoon. An assistant of the
complainant firm said that they had frequently
lost things—even a couple of days ago a post-
card frame disappeared. Inspector Ritchie,
who conducted the case, said that Messrs. A.
Ling and Company also reported the loss of
an ice-cream freezer a few days ago. Defend-
ant was ordered to undergo fourteen days'
hard labour.

INDIANS FOR CANADA.

By the s.s. *Empress of China*, which left this
port to-day for Vancouver, via Shanghai and
Japanese ports, there departed some 300
natives of the North West Provinces of India,
who are to be employed in the flour mills in
Canada. The majority of these men came in
from Calcutta in the s.s. *Lightning*, and have
been the cause of much wonder in this Colony
since their disembarkation, as it was generally
surmised that they were here en route to
Panama to work on the Canal. Inquiries made
in the proper quarters, however, elicited the
above facts, with the additional information
that this batch of 300 is but the first instalment
of what is expected to be a very large number
of emigrants from India, via the East, to Van-
couver for Canada. From what could be learn-
ed we gather that these men are all under con-
tract, for three years, and are to be paid at the
rate of \$1 gold per diem. To anyone acquaint-
ed with the conditions of the coolies in India
this must indeed appear to be their harvest.
During their short stay in this Colony it is
worthy of note that not one of this particular
batch has caused any trouble to the Police,
which certainly goes far to vindicate the
character they have earned for themselves as
being, in the main, a law-abiding, peaceful lot
of willing workers.

THE WEATHER.

The following report is from Mr. F. G. Figg,
First Assistant of the Hongkong Observatory:—
On the 1st at 11.25 a.m.—The barometer has
fallen generally, particularly over N. China.

A depression is passing from the continent
to the Yellow Sea. It appears to be moving
Eastwards. The highest pressure is over the
S. part of the China Sea.

Pressure is practically normal over the Philip-
pines and the S. Coast of China, and in defect
to the extent of nearly 0.2 inch over the E.
Coast of China and W. Japan.

Gradients are slight over the China Sea, and
moderate SW. and S. winds will prevail over
that area.

Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 0.00 inches.

TELEGRAMS.

"HONGKONG TELEGRAPH"
SERVICE.

SINGAPORE'S FINANCES.

MASS MEETING OF RESIDENTS.

URGENT NEED FOR IMPROVED DOCKS
AND WHARVES.

[From Our Own Correspondent.]

Singapore, 1st August,
10.10 a.m.

At a large public meeting of the
residents of Singapore, specially con-
vened to consider the financial posi-
tion of the Colony as the result of
the Tanjong Pagar award, a resolu-
tion was submitted to the effect that
in consequence of the award it was
urgently necessary that the Govern-
ment should proceed immediately
with the improvement of the docks
and wharves.

A resolution was also adopted
stating that, in the opinion of the
meeting, the proposed improvements
at the Inner Harbour should not be
proceeded with in the meantime.

[The mass meeting of the residents of Singa-
pore yesterday afternoon was held under the
auspices of the Singapore Branch of the Straits
Settlements Association, the president of which
the Hon. Mr. Hugh Fort, of Messrs. Donald-
son and Burkinshaw, the well-known firm of
lawyers. The meeting was held in the Victoria
Memorial Hall, and the police calling the
meeting was headed: "The Finances of the
Colony." The "inhabitants of Singapore"
were invited "to consider the financial position
of the Colony arising out of the Tanjong
Pagar Award, and whether any representations
should be made in respect thereof." The
result is given by our Singapore correspondent.
—Ed., H.K.T.]

COLLISION AT SHANGHAI.

"MANDJOUR" SERIOUSLY
DAMAGED.

[From Our Own Correspondent.]

Shanghai, 1st August,
10.20 a.m.

The French Yangtze River steam-
ship *Limoo* collided with the Russian
gunboat *Mandjour*, in the Huangpu
river, yesterday afternoon.

The bows of the *Mandjour* were
considerably damaged.

[The *Limoo* is a twin-screw steamer and
was launched at Dunkirk by the Societe de
Ateliers et Chantiers de France. She was
built in 1905 and her tonnage is 2,865. Her
dimensions are: length, 278 ft.; breadth, 40 ft.
and depth, 24 ft. N. H. 139. She is registered at
Dunkirk, and flies the French
flag. She is owned by the Cie. Asiatique
de Nav.

The *Mandjour* has become a household
word in Shanghai. By great good luck
she managed to reach Shanghai before the
Japanese screws had made the Sea of Japan
a close preserve against Russian warships.
The *Mandjour* was injured at the northern
port, dismantled, and practically turned into
a hulk. She afforded a topic for the flippant
in the early days of the war and even yet she
refuses to be overlooked. It is doubtful if it
required a very violent shock to damage the
antiquated Russian.—Ed., H.K.T.]

PICKPOCKET'S NOVEL SCHEME.

"SOMETHING ON YOUR SHOULDER."

Members of the light-fingered gentry are
always introducing new schemes into their
trade. Yet another trick has come to light,
which, as usual, ended badly for the trickster.
Yesterday afternoon a coolie employed on
board s.s. *Charles Hardman* went to the
Central Market to make some purchases. He
was standing before a stall thinking what was
suitable, when from behind he felt a tap.
Turning round he saw a stranger, who said:
"Excuse me, but there is something on your
shoulder." The unsuspecting coolie turned
and looked at his left shoulder, where he dis-
covered somebody had expectorated. While
the coolie was engaged in cleaning his clothes,
the stranger went to his right side, passed his
hand gently into the coolie's pocket, extracted
38 in small coins, and bolted for the road. The
coolie then discovered that he was robbed and
pursued the thief. Policeman McLennan, who
saw the coolie pass him like a flash of light-
ning, took up the case and arrested the man,
who said his name was Chan Fun, and an
engineer by profession. The \$8 was found in
his pocket. Chan Fun was placed before Mr. F.
A. Hazeland, at the Police Court this morning,
charged with stealing from the person, and the
case was remanded until to-morrow to allow
defendant to produce witnesses to speak on his
behalf.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Eastern*) 3rd inst.
Indian (*Sulacra*) 5th inst.
American (*Siberia*) 6th inst.
French (*Calcutta*) 7th inst.
Canadian (*Empress of India*) 14th inst.

Boston S. S. Co.'s *Tramont* sailed yesterday
from Kobe.
The s.s. *Errol* to-day, sailed from Singapore
for Hongkong to-day.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

UNSAVOURY SHANGHAI.

PROTECTION OF YOUNG GIRLS.

RESIDENTS IN FEAR OF A RIOT.

[From Our Own Correspondent.]

Shanghai, 1st August, 10.20 a.m.

The members of the Chinese Commercial Association held a special meeting, yesterday afternoon, for the purpose of considering what steps should be taken for the prevention of a riot in consequence of the enforcement by the police authorities of the new regulations affecting the proprietors of disorderly houses.

Under the regulations now in force the proprietors of such houses are forbidden, under a severe penalty, to expose girls under 16 years of age to the temptations of the "unfortunate" life.

The Association decided that in view of the report presented on the subject it was unnecessary to take action at present.

[Continued.]

The British Army.

LONDON, 30th July.

The men of the third battalion of the Scots Guards will be divided among the first and second battalions. Recruiting for the regiment will not be stopped.

The standard height of the Irish and Scots Guards has been raised to 5 ft 9 in.

Later.

The Straits Settlements.

Lord Elgin intends to review the regulations for gambling in the gaming houses of the Malay States when more pressing business is accomplished.

Russia.

The proclamation of the Labour and the Socialist members of the Duma passionately appeals to the soldiers and sailors, as children of the Russian people, to fight on the side of the Duma for liberty and the land.

WOMAN'S NATIONAL REPORT.

THE RESULT OF HER STORY.

A Chinese woman, the wife of a furniture-teller at Yau-mat, walked into the Yau-mat Police Station yesterday afternoon, and related a story that surprised the policemen—a story which could hardly be believed by them because of the good behaviour of the people in that district for some months past. The woman said that at about 11.30 o'clock in the forenoon three men entered her flat—top floor of No. 53, Station Street South—and told her that they had come to rent her cubicles. A few words had passed between the parties, when four more men entered the room, closing the trap door behind them. One of these men entered the kitchen and picking up a chopper, approached her. The seven men then pushed her into an empty cubicle, tied her hands behind her back, gagged her, and attempted to run glass powder into her eyes. Three of the robbers held her down, while the others ransacked the premises, stealing a pair of gold-mounted rattan bangles and two gold finger-rings, valued at \$52.50, and \$12 in hard cash. They then released her and left the house.

The inspector in charge of the station, after the woman had fully described one of the men, despatched a detective with the woman to hunt for one of the robbers. They proceeded along the leading thoroughfares, and by two o'clock a street dentist was identified by the woman as the leader of the robbers. The man was accordingly arrested and this morning appeared before Mr. B. H. J. Compertz to answer a charge of robbery with violence. It was then that the tables were turned on the woman. She had no witnesses to corroborate her statement, while the accused, who is known to the police as a respectable man, had five. The true story was this. Some days ago complainant and her husband went to defendant's landlord to try to get him to rent them the flat in which the dentist lived. This the landlord would not do. On leaving the premises the woman, in passing defendant's door, raised the curtain and looked in. The defendant followed them below, where they had a quarrel. The complainant's husband stopped the quarrel, but said to his wife: "Get him in trouble." The robbery was then faked for the purpose of imprisoning the accused. Witnesses for the defence proved an alibi for the accused, and went so far as to say that at the time complainant alleged she was robbed, she was not in her house, but in the street. The evidence was sufficient, and his Worship discharged the accused, after the latter had refused to receive any compensation from the woman. His Worship severely lectured the woman, telling her it was a serious charge to bring against a man, and fined her \$50, with the option of two months' hard labour.

HONGKONG GENERAL CHAMBER OF COMMERCE.

Minutes of a monthly meeting of the general committee of the Hongkong General Chamber of Commerce held in the Chamber Room, St. George's Building, Hongkong, on Tuesday, 10th July, 1906, at 3.30 p.m. President: Hon. Mr. E. A. Hewett (chairman), Hon. Mr. W. J. G. G. son, Messrs. A. Haupt, H. E. R. Hunter, G. H. Medhurst, N. A. Siebs, H. E. Tomkins and A. R. Lowe (secretary).

MINUTES.

The minutes of the monthly meeting held on the 20th ultimo were read and confirmed. SAN FRANCISCO DISTRICT.

The following letter was read by the Chairman:

State of California, Executive Department, Sacramento, June 1, 1906.

Sir,—I have the honour to acknowledge your favour of the 30th of April confirming a despatch of earlier date and renewing an expression of sympathy with the people of San Francisco in the great calamity which recently befell them.

Permit me, speaking on behalf of the citizens of San Francisco and of the entire State of California, to express sincere appreciation and gratitude for the sympathy so graciously manifested by the members of your commercial organization. Since the catastrophe of April 8th there has been such a world-wide exhibition of the sentiments of human brotherhood as has deeply touched the hearts of Californians and has served to mitigate their sense of suffering and loss.

It affords me great pleasure to say that San Francisco, although sorely stricken, will recover, and I think speedily, from the effects of the blow. Already the business organization is re-establishing itself on former lines, and although it will necessarily take time to rebuild the structures which were destroyed, I have no doubt that in five years the chief American port on the Pacific will be a busier and more prosperous city than before.

We shall ever retain a feeling of gratitude toward the people of those places, which, like the commercial community of Hongkong, have manifested their sympathy in our loss and their hope of restoration to our former state—I have, &c.

To the Chairman of the Hongkong General Chamber of Commerce, Hongkong, China. (Sgd.) Geo. C. PARDEE, Governor of California.

NATIONAL ASSOCIATION OF MANUFACTURERS OF THE U. S. A.

New York, May 29th, 1906.

Dear Sir,—This Association, as you doubtless know, is an organization of leading manufacturers of the United States in all lines of industry. Its membership is now about three thousand (3,000). Frequently the heads of firms or companies embraced in our membership, or their special representatives, make trips abroad, and in the interests of international trade we have thought you might like to meet some of these gentlemen. Therefore, if it should be agreeable to you we should take pleasure in placing your Chamber on the list of organizations to whose secretary or other officer we may take the liberty of introducing those of our Members or their representatives who visit your City.

Naturally at these interviews no little information might be given and received that would be of mutual interest.

We assure you that we shall at all times be pleased to see any one from your City whom you may introduce to us.

We have commodious offices in the business centre of New York City with a staff of over 50 people, comprising gentlemen who read, write and speak all the leading commercial languages, and the various facilities of the offices are always at the service of visiting business men from other countries free of charge—Very truly yours,

(Sgd.) Wm. M. B. NELLY, Assistant Secretary.

Secretary, Chamber of Commerce, Hongkong, China.

The Chairman said the Chamber was already associated with the "Philadelphia Museum" a somewhat similar institution to that of the present correspondents, and it was agreed to reply that the Hongkong Chamber would be pleased to reciprocate the facilities offered by the Vanuot cures' Association as far as possible.

SIX H CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE, 1906. The preliminary list of the Resolutions before the Congress was discussed and in view of the Chamber's letter to the Delegates of the 2nd ultimo it was decided not to cable any further instructions.

ALLEGED SILLING UP OF THE HARBOUR. The following letter was read:

Colonial Secretary's Office, 2nd July, 1906.

Sir,—I am directed to bring to the notice of your Chamber certain investigations that have recently been carried out with regard to the depth of water in the harbour of Hongkong which it is thought may be of interest to them.

2. In the first part of the year 1924 Mr. J. F. Boulton, then Acting Assistant Director of Public Works, prepared an exhaustive comparison of the depth of water all over the harbour as indicated by the charts that had been issued from time to time by the Hydrographer to the Navy. This report showed that the shoaling that had taken place between the years 1841 and 1899, involved the loss of a considerable area of five fathom water, particularly in the western part of the harbour, a loss which if verified and likely to continue pointed to the necessity of extensive dredging operations being undertaken without delay. Mr. Boulton pointed out, however, that the correctness of the results he had arrived at depended on the correctness of his assumptions with regard to the zero that had been taken for the surveys, and that it was doubtful what zero the earlier charts were referred to and how that zero was preserved. He recommended that the Admiralty should be requested to make a complete new survey of the Harbour bottom.

[Continued on page 3.]

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

TRAM-WRECKERS IN HONGKONG.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—It is possible that the chief satisfaction desired by abstractors of tram-cars may be the humour which a derailed car will ever cause peculiarly constituted Chinese, grim joy at making something helpless.

Whatever the motive, it lays with the Tramway Co. to remove all possible grounds of offence, but chiefly, it remains for the Government to acquaint herself with the working of this particular locomotion, for as one who sees it in daily operation I still assert it is hazardous to innumerable cargo coolies, and is allowed (or is immune from restraint) by special favour to ignore trifles such as overcrowding, excessive speed, etc.—Yours truly,

LOW LEVEL.

Hongkong, 1st August, 1906.

[Our correspondent has already a bee in his bonnet. The "particular locomotion" to which he refers has come to stay. It is no more hazardous to the coolie than a soda-water fountain. If the coolies kept their eyes open, instead of wandering vacuously in the centre of the track, they would never be in danger. It cannot be argued that the running of the cars constitutes an offence, and the Government in the world to impose unnecessary restrictions on the Tramway Company. What is good enough for London, Paris and New York would surely be tolerated in Hongkong. We would also remind our correspondent that it is unusual to support tram-wreckers even by inference; and that the greatest good for the greatest number is the object of all legislation.—Ed., H.K.T.]

THE WATER SUPPLY AGAIN.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—All of us residents of the Eastern district want to thank you for so kindly publishing our letter of distress about the water, because it has put us all in better position, and since little after seven o'clock last night we have been supplied with plenty of water from our taps, right up to the middle of this morning, so that we have been able to clean our houses, and wash ourselves, and cook our food with no difficulties attached to trying to do so. We all are very glad and thankful to Government that they heard at once our cry through your paper and in their way removed the great trouble which fell so hardly upon us, and we pray and hope that the Government will let us have a proper supply of water every day, so that we can keep ourselves clean and in proper health, and no trouble to cook our rice and wash our houses.

With many thanks.—Yours, etc.,

HONGKONG, 1st August, 1906.

HARDSHIP.

HONGKONG, 1st August, 1906.

THE GENTLE AND POLITE BULL-FIGHT.

IF WE THEY MANAGE IN MALAYA.

A Malayan bull-fight, in contrast to a Spanish bull-fight, is a comparatively tame affair, says a special correspondent of the *Singapore Free Press*. There is little of a show or pageant about it; no huge enclosures, with tiers and tiers of seats filled with fashionable Spanish beauties in graceful mantillas waving multi-coloured fans; no poor, blind-folded horses to be tortured; no picadors, no dart planting banderilleros, and no espadas to risk their lives in so-called sport. In Malaya the bulls and buffaloes only follow their own natural instincts, and fight with their own kind, without being goaded on to the combat by having darts plunged into them, and horses not being used, there are none of the brutal and disgusting sights so often witnessed in a Spanish bull-ring. It is, in fact, bull-fighting as nature intended, stripped of all artificial cruelties, and it is less exciting, is infinitely more sporting, though to Spaniards, all elements of personal danger being omitted, it would doubtless seem a deadly dull affair.

A spectator of a bull-fight in Pahang writes:—

Bidden by the Sultan to a bull-fight, I arrived at the appointed place due to time, two o'clock; but the Sultan did not put in an appearance until four o'clock, the lateness of his arrival being really only custom, for whenever any show of this sort is on, the time is invariably given about a couple of hours too early. Just outside the old chief's house, where we assembled, was the ring, a primitive arrangement, merely an open earth space not fenced in any way. All round the circle squatted a motley crowd of about three or four hundred natives, who put on their best "bajus" and "sarongs" for the function.

The bulls were led in by the nose, each by a Malay, and when within a few yards of each other, let go and given a shove. They met with a crash, and then followed a pushing match, their horns for the most part being locked together, with a break-away now and again, and then another. The two bulls in this case were badly matched—father and son, the latter a much more powerful animal with stouter horns. The fight only lasted about six minutes, when "pa" bull turned tail and fled, chased by his son. A general stampede took place, after an opening had been forced, every one rushing after the bulls to secure them and bring them back for their wounds, which were very slight, to be examined.

The old chief, being his skow, then entertained us all with coffee and Malay cakes, many of which were new to me. As a rule, native cakes are too sweet and too heavy for English taste, but these were exceptionally good. After a short rest and a smoke, a move was made for the buffalo fight further up the river, but the sky being quite overcast and rain an evident certainty, this part of the programme was postponed to the morrow.

Next day, therefore, I went up river again to the place fixed on. This show gave much better sport than the other, as the buffaloes were immensely powerful brutes and very well

matched, the fight lasting about ten minutes before one got a wound in the corner of his eye, and in consequence abruptly turned tail and was chased off the ground by his opponent. In these fights one buffalo always defends his home, and will only fight when another comes into his own particular haunt. In nearly every case the one defending his home proved the victor, spurred on, I suppose, by patriotic feeling. As the fight lasted only a short time, the Sultan sent for another couple of buffaloes, but when they arrived, after a twenty minutes' wait, they absolutely refused to fight, and were obliged to be led away again. When buffaloes are really well matched, as in the first fight, there is great excitement among the Malays, but in the ordinary way one buffalo turns tail after a few minutes' charging and snorting, and the whole thing is over.

UNCOMPLETED PURCHASE.

HOUSE IN DISPUTE.

In Summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Puisne Judge, presiding, Chea Wing Lim, of No. 61 Aberdeen Street, trader, sued Tai Yee alias Tai Sun Tai, of Nos. 83 and 85 High Street, Hongkong, trader, to establish his title to and recover possession of house No. 55 Aberdeen Street, situated on Aberdeen Lot No. 47 and to recover the rents thereof since the 16th day of February, 1906, being the date on which the said lot was purchased by the plaintiff from Wong Chan Shi, the executrix of Wong Keng Hok, deceased.

Mr. H. K. Holmes appeared for the plaintiff, and Mr. R. C. Master, of Messrs. Johnson, Stokes and Master, for the defendant.

Mr. Holmes, in opening the case, applied to amend the claim for rent by making it begin to be due from the 16th February instead of the 16th January.

Wong Chan Shi, widow of Wong Keng Hok, said she lived in Aberdeen with her late husband at No. 37 Aberdeen Road. No. 39 belonged to Wong Keng Hok. Her husband died two years ago and left a will. She was the executrix appointed in that will, and she applied for and obtained probate of the same. After the death of her husband she went to Man Tao, and left Wong Chan to look after the property.

His Honour: Are you the *Chit See* of Wong Keng Hok?

Witness: Yes.

Continuing, witness said that Au Chau was the tenant of No. 37, and U Ki was the tenant of No. 39 Aberdeen Street. No. 37, the house in question, is now numbered 55, and was subsequently occupied by Hip Lee. In the first month, eight years ago, witness went to ask Hip Lee for the rent, and was informed that the premises were rented from Tai Yee. She then went to Tai Yee and was then told that Wong Chan Shi owed them money and as they could not get their money they had taken possession of the house, and refused to give witness the rents. Witness knew nothing about the loan to, and money due by, Wong Chou Shi. The latter, Wong Chou Shi, married again, and witness did not know where she lived now. Witness last saw her about nine years ago.

Mr. Master applied for an adjournment for the production of further evidence, and stated his intention of upsetting the probate.

His Honour: You cannot upset the probate in this action; if you want to do that you must bring another action for the purpose. I will, of course, grant you an adjournment, and it will be for you to consider what action you will take as regards your wish to upset the probate. The case was then adjourned till Friday next.

THE NATIONALISATION OF RAILWAYS.

THIS YEAR'S PURCHASES.

The Japanese Government has decided to take over six private railways before the end of this year. The Koku and Hokkaido Colliery Railways will be taken over on October 1st, the Nippon and Ganyetsu Railways on November 1st, and the Nishinari and Sanyo Railways on December 1st. The estimated prices are as follows:—

Nippon Railway ... ¥30,512,540
Sanyo ... 74,042,980
Koku ... 9,729,020
Hokkaido Colliery Railway ... 29,681,800
Nishinari Railway ... 1,965,505
Ganyetsu Railway ... 2,584,596

As will be seen from the above figures, the total value of the railways to be purchased this year amounts to ¥218,013,821. This is the value computed by the Government at the time when the Railway Nationalisation Law was published.—*Japan Chronicle*.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Unions \$80, Hongkong Fires \$317, China Fires \$89, H.K. C. and M. Steamboats \$27, Raubs \$51, Shanghai Docks \$15, China Docks \$8, China Provident \$9, Tramways \$135, Lees \$140, Light and Power \$10.

Sellers:—Canton Insurances \$340, Shell Transports \$7, Hongkong Docks \$154, West Point \$50, Hotels \$125, Green Islands \$13 ex new issue, Electrics \$15, Ropes \$19, Watsons \$13.

Sales:—China and Manila \$21, Raubs \$51, Hongkong Lands \$111, Cements \$13 ex new issue.

Nominal:—Hongkong Banks \$814, National Banks \$47, Indos \$70, Douglases \$47, China Sugars \$145, Kowloon Wharfs \$106, Hongkong Wharfs \$116, 230, Humphreys \$114, Dairy Farms \$161, Powells \$104, China Traders \$100.

SHANGHAI SHARE REPORT.

Messrs. J. A. Sullivan & Co. write in their report of 26th ult.—A healthier feeling prevailed

and the depression caused by the slump in our speculative stocks seems to be over. Docks have improved 5 points. Indo Chinas are firm at quotation. Shanghai Wharves have advanced to points owing to expectation of an increased interim dividend. Langkats are about the same and are fairly steady at the close. All Cottons are wanted and better prices are obtainable.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. ... 2 1/16
Demand ... 2 1/4
4 months' sight ... 2 1/4
France—Bank T.T. ... 2 1/16
America—Bank T.T. ... 5 1/4
Germany—Bank T.T. ... 2 1/16
India T.T. ... 1 1/8
Do. demand ... 1 1/8
Hongkong—Bank T.T. ... 10 1/2 prem.
Singapore T.T. ... 10 1/2
Java—Bank T.T. ... 10 1/2

Buying.
1 months' sight L/C ... 2 1/16
4 months' sight L/C ... 2 1/4
10 days' sight San Francisco & New York ... 5 1/4
1 months' sight do. ... 5 1/4
10 days' sight Sydney and Melbourne ... 2 1/4
4 months' sight France ... 2 1/16
1 months' sight ... 2 1/16
1 months' sight Germany ... 2 1/16
Bank of England rate ... 31 1/2
Silver ... 4 1/4

To-day's Advertisements.

GOVERNMENT OF BRITISH NORTH BORNEO.

REVENUE FARMS FOR 1907, 1908, 1909.

TENDERS will be received by the SECRETARY to the GOVERNOR at Jesselton, on or before 26th October, 1906, for the following REVENUE FARMS for the year 1907, or for the three years 1907, 1908, 1909.

OPIUM FARM.
SPIRIT LICENSE FARM.
PAWNBROKING FARM.
CUSTOMS FARM.
GAMBLING RESTRICTION FARM.
For Particulars, apply to—

GIBB, LIVINGSTON & Co., Hongkong.

Hongkong, 1st August, 1905. [790]

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 6th instant.

Hongkong, 1st August, 1906. [791]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE.

IN accordance with Article XVI Section 7 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share, payable to all Shareholders whose names were on the register on that date.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after FRIDAY, the 3rd August.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 31st July, 1906. [792]

TO LET.

GOVERNMENT, No. 3, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st August, 1906. [793]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship

"GLEN TURRET,"

Captain R. Webster, will be despatched as above, on or about the 14th instant.

For Freight, etc., apply to

MCGREGOR BROS. & GOW.

Hongkong, 1st August, 1906. [794]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "SAINT GEORGE."

FROM NEW YORK AND ST. PAUL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th August will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th August, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED, Agents.

Hongkong, 31st July, 1906. [794]

FOR CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 7th instant, at Noon.

For Freight, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 1st August, 1906. [795]

Intimations.

THE

ROBINSON PIANO CO., LD.

MANUFACTURERS

AND

IMPORTERS

OF

HIGH-CLASS

PIANOS, ORGANS

AND

Every Description

OF

MUSICAL

INSTRUMENT.

OPPOSITE KING EDWARD HOTEL,

HONGKONG.

Hongkong, 16th July, 1906. [38]

TRY

"YEBISU"

THE

FAMOUS JAPANESE

BEER.

PURE POPULAR PLEASANT ALATABLE.

Per Case 8 Dozen Pints

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

Fortnightly sailings for London and Continent.
Monthly sailings for Liverpool.

Taking cargo on through bills of lading for all European,
North and South American, West Australian, Java
and Sumatra ports.

EUROPEAN SERVICE.

OUTWARD.

| FROM | STEAMERS | DUK |
|-----------------------|---------------|----------------|
| GLASGOW and LIVERPOOL | "TELEMACHUS" | 2nd August. |
| GLASGOW and LIVERPOOL | "PELEUS" | 9th " |
| GLASGOW and LIVERPOOL | "CHING WO" | 16th " |
| GLASGOW and LIVERPOOL | "ANTENOR" | 23rd " |
| GLASGOW and LIVERPOOL | "CYCLOPS" | 30th " |
| GLASGOW and LIVERPOOL | "BELLEROPHON" | 6th September. |
| GLASGOW and LIVERPOOL | "KINTUCK" | 13th " |
| GLASGOW and LIVERPOOL | "TENKAI" | 20th " |
| GLASGOW and LIVERPOOL | "MACHAON" | 27th " |

The S.S. "Machon" left Hong on the 27th ult., at 5 P.M., and is due here on the 2nd inst.
The S.S. "Telemachus" left Singapore on the 28th ult., at 6 A.M., and is due here on the 2nd inst.

HOMEWARD.

| FOR | STEAMERS | TO SAIL |
|-----------------------------|-------------|-------------|
| LONDON, AMSTERDAM & ANTWERP | "PATROCLUS" | 7th August. |
| LONDON, AMSTERDAM & ANTWERP | "ORESTES" | 14th " |
| LIVERPOOL DIRECT | "TYDEUS" | 21st " |
| LONDON, AMSTERDAM & ANTWERP | "ACHILLES" | 28th " |
| HAVRE, ROTTERDAM & L'POOL | "ALCINOUS" | 30th " |

Taking Cargo for Liverpool at London Rates and taking Cargo for Genoa, Marseilles and
Hull to connect with "Asiatic" at Singapore.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

| FOR | STEAMERS | TO SAIL |
|---|---------------|----------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA | "TELEMACHUS" | 4th August. |
| | "BELLEROPHON" | 1st September. |

WESTWARD.

| FROM | STEAMERS | DUK |
|--|-----------|----------------|
| TACOMA, SEATTLE, VICTORIA and PACIFIC COAST | "TYDEUS" | 15th August. |
| | "STENTOR" | 8th September. |

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 1st August, 1906.

[3]

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|--|------------|-------------|
| SHANGHAI and CHINKIANG | "YINGCHOW" | 3rd August. |
| SHANGHAI | "YOHOW" | 4th " |
| YOKOHAMA and KOBE | "TSINAN" | 4th " |
| MANILA | "TAMING" | 7th " |
| CHEFOO and NEWCHWANG | "KWEIYANG" | 7th " |
| TIENSIN | "HUICHOW" | 10th " |
| MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK TOWN, CAIKINS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "TAIYUAN" | 11th " |

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 1st August, 1906.

[9]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|-----------|-----------------|------------------------------------|
| HUI | 2540 | R. Almond | MANILA (DIRECT) | SATURDAY, 4th August, at Noon. |
| ZAFIRO | 2540 | R. Rodger | " | SATURDAY, 11th August, at Noon. |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 28th July, 1906.

[7]

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

| Steamship | About |
|---------------|--------------|
| "JOHN HARDIE" | 20th August. |

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 10th July, 1906.

[8]

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906. [70]

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1906. [68]

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

| STEAMERS. | DESTINATIONS. | TO SAIL |
|------------|-----------------------------|-----------------|
| * SCANDIA | SHANGHAI, YOKOHAMA AND KOBE | 9th August. |
| * SLAVONIA | SHANGHAI, YOKOHAMA AND KOBE | 14th August. |
| SENEGAMBIA | SHANGHAI, YOKOHAMA AND KOBE | 23rd August. |
| SUEVIA | SHANGHAI, YOKOHAMA AND KOBE | 5th September. |
| SEGOVIA | SHANGHAI, YOKOHAMA AND KOBE | 13th September. |

HOMEWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE
LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.

| STEAMERS. | DESTINATIONS. | TO SAIL |
|------------|---|-----------------|
| ALESIA | HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO | 7th August. |
| SPEZIA | HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO | 21st August. |
| * SILESIA | NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO | 4th September. |
| HELVETIA | HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO | 6th September. |
| * SCANDIA | NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO | 18th September. |
| SENEGAMBIA | HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO | 2nd October. |

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washermen.
The "RIENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HANSBURG," s.s. "HOHENSTADEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

| STEAMERS. | DESTINATIONS. | TO SAIL |
|-----------|--------------------------|--|
| ITHAKA | SHANGHAI and CHINKIANG | 10th August. Freight and Passengers. |
| DAPHNE | NAGASAKI and VLADIVOSTOK | Beginning of September. Freight and Passengers. |
| LYDIA | SHANGHAI and CHINKIANG | Freight and Passengers. |
| KOWLOON | SHANGHAI and CHINKIANG | Freight and Passengers. |

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE.

For steamers of the Coast Service marked * to

SIEMSEN & CO.

Hongkong, 31st July, 1906.

[654]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

| For | Steamship | On |
|------------------------------|---------------|-------------------------------|
| SINGAPORE, PENANG & CALCUTTA | "KUTSANG" | THURSDAY, 2nd August, 3 P.M. |
| SHANGHAI via SWATOW | "ESANG" | THURSDAY, 2nd August, 4 P.M. |
| TIENSIN via SWATOW & CHEFOO | "CHEONGSHING" | FRIDAY, 3rd August, 4 P.M. |
| MANILA | "YUENSANG" | FRIDAY, 3rd August, 4 P.M. |
| SHANGHAI | "HAUSANG" | FRIDAY, 3rd August, 4 P.M. |
| SANDAKAN | "MAUSANG" | SUNDAY, 5th August, Daylight. |

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 31st July, 1906.

[6]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship | Tons | Captain | To Sail at Daylight on |
|-------------|-------|-------------|------------------------|
| "ARABIA" | 4,483 | Meitzenhuth | August 14th. |
| "ARAGONIA" | 5,198 | Ernst | September 5th. |
| "NICOMEDIA" | 4,370 | G. Meisner | September 16th. |
| "NUMANTIA" | 4,370 | Feldtmann | October 9th. |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

ORIENTAL PACIFIC LINE.

FOR KOBE, YOKOHAMA AND SAN
FRANCISCO.

THE Steamship
"DAKOTAH" will be despatched for the above Ports, on or
about the 6th of August.
For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

| Steamship | To Sail |
|-----------|-------------|
| "DAKOTAH" | 6th August. |

Hongkong, 27th July, 1906. [68]

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
Regular Steamship Service between Hongkong
and South American Ports.

PROPOSED sailings from HONGKONG
TO CALLAO, IQUIQUE, VIA JAPAN
PORTS.

"KASADO MARU," 6,000 tons,
sails on or about August 7th, at Noon.
"GLENFARG," 4,000 tons,
sails on or about August 25th, at Noon.
(Date of sailing subject to alteration).
Taking freight also to other Western Coast
Ports of South America transhipping to the
Connecting Line.
The above steamers have splendid accom-
modation and are fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried
on each boat.
For further information as to Freight and
Passage, apply to

K. MATSUDA,

Manager,

York Building,

Hongkong, 20th July, 1906. [75]

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR SWATOW AND BANGKOK.
THE Chartered Steamship

"CHILDAR,"
Captain H. Nielsen, will be despatched as
above, on FRIDAY, the 3rd August, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Prince's Building.

Hongkong, 28th July, 1906. [779]

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"CALEDONIE,"
Captain Gregori, will be despatched as above,
on or about MONDAY, the 6th August.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 31st July, 1906. [11]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 6th proximo, will be subject to
rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
12th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th proximo, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th July, 1906. [783]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after 7th August, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on 7th August.

All Claims must reach us before the 14th
August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 30th July, 1906. [2]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazar-
dous and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after 7th August, will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on 7th August.

All Claims must reach us before the 14th
August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 30th July, 1906. [2]

FROM HAMBURG, ROTTERDAM,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SILESIA,"

Captain Bahle, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd August, will be subject
to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 28th July, 1906. [778]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.
Cargo remaining on board after 2 P.M. of the
1st August, will be landed at Consignees' risk
and expense into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 30th July, 1906. [780]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China.

Also widely circulated in Japan, Coochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition

published for despatch by the homeward mail

The daily is recommended as more generally

suitable, except for subscribers in Europe or

America

A RECORD AND AN APPRECIATION.

The best account of his invention of the laryngoscope is, that which he gave himself twenty-five years ago in a paper he read, at the instance of Sir Felix Semon, to the Medical Congress in London in 1881. His paper was 'The Physiology of the Voice, in which he first communicated the discovery to the world, was read in 1855 to the Royal Society.—*Morning Leader*.

Arrivals.

Clearances at the Harbour Office.
China, for Singapore.
Kwilyang, for Canton.
Hans Wagner, for Shanghai.
Wongkol, for Swatow.
Hue, for Kwong-chow-wan.
Saint George, for Shanghai.
Sardinta, for Singapore.
Anglo Canadian, for Newcastle.
Kwangtaih, for Shanghai.
Empress of China, for Shanghai.
Amara, for Saigon.

Empress of China, for Vancouver.

Passengers arrived.
Per *Sardinia*, for London from Yokohama—
Mrs. and Miss Marsh From Kobe—
Richardson. From Shanghai—Messrs J.
Dunlop, M. A. Wolf and R. P. Hawhurst.
Per *ayama*, for Hongkong from Yokohama—
Mr. and Mrs. Thur ton, Miss Amber, Messrs.
Blake, A. A. Takasu, I. Kawabe, Messrs.
Yuen Kwai, H. Gao, J. H. Gao, Ho
Yuen Kien, J. Steward, Ivory, Watson, White, M.
Lashmore, Chan Tuk Hing, Chan Chny Yau,
Chan Rok Tong and Chan Yok Tung. Per
Nagasaki—Mrs. and Miss Chatham. Per
Shanghai—Messrs. J. Ho Tan, P. Halemna,
Isaac, D. Ez a. Rev. J. Lake, H. Barboni, M.
Silbermann, Mr. and Mrs. Sprungli, Col.
Sullivan, Mrs. England and children, Mr. G.
Remedios, Mrs. R. Schuster, Messrs. A.
Barrados, Williamson, K. Takaur, and Mrs.
K. Takaur.
Per *Hollan*, from Coast Ports—Mr. and M.
Farrow, Messrs. Thompson, Rutter, Blinn
berg, and 170 Chinese.

Passengers departed.
Per Prinz Eitel Friedrich, for Shanghai
 Mr. and Mrs. P. Davies, Miss Alves, Dr. A.
 Wood, Messrs. J. H. Black, F. Bargmann,
 Mesny, C. Rutledge, W. Wannamaker, F. N.
 E. Olsen, G. Harley and C. Abrendt.
Nagasaki—Messrs. T. K. Simpson, Hays
 Bagnall and K. Oida. Mrs. Maxwell. Mrs. H.

Vessels in Port.

STREAMERS:

СТАНДАН

Marie, Ger. s.s., 1,160, J. Petersen, 29th July
Haiphong 26th July, and Hoihow 28
Rice and Pigs—J. & Co.
Maungang, Br. s.s., 1,64 R. Houghton, 27
July,—Sandakan 21st July, Gen.—J.
& Co.
Mercedes, Br. s.s., 2,900, J. S. McGregor, 2
July,—Yokohama 14th July, Ballast
Admiralty.
Montrose, Br. s.s., 2,000, Clegg, 31st July
29th July, Gen.—J. & Co. L

Sin. apore. 25th July, 64h. — D. & Co., 12
 Nanshan, Br. s.s., 1,299. A. Jones, 29th July
 Sui-on 25th July, 64h. — B. & Co.
 Neil MacLeod, Am. s.s., 601. E. Corral, 1
 June, — Manila 16th June, Ballast. — Barre
 to & Co.
 N. S. de Rosario, 715. M. Lopez Blanco, 1
 June, — Manila 9th June, Ballast. — Barre
 & Co.
 Petrarch, G. s.s., 1,252. R. Hatje, 12th June
 — Saigon 7th June, Gen. — S. W. & Co.
 Quintia, Ger. s.s., 986. F. Frhm, 13th June

Prüfung

CHINA COAST METEOROLOGICAL REGISTER
July 31st, 1906, a.m.

Bar. T

| | | | | | | |
|------------------------|--------------|---|---|---|---|---|
| August 1st, 1906, a.m. | | | | | | |
| Vladivostok | 7 a.m. | — | — | — | — | — |
| Nemuro | 6 a.m. 29 81 | — | — | E | 2 | — |

| | | | | | | |
|-------------------|--------|-------|--|----|---|---|
| Nenuho | 6 a.m. | 29 68 | | | E | 2 |
| Hakodate | " " | 29 69 | | | | — |
| Tokyo | " " | 29 71 | | | | — |
| Kobe | " " | 29 64 | | SW | 2 | 2 |
| Nagasaki | " " | 29 61 | | | | — |
| Kagoshima | " " | 29 64 | | SW | 2 | 2 |
| Oshima | " " | 29 69 | | S | 2 | 2 |
| Naha | " " | 29 73 | | E | 4 | 8 |
| Ishigakiima | " " | 29 74 | | SW | | |
| Cheloo | 6 a.m. | | | | | |
| Weihawei | 9 a.m. | | | | | |
| Macao | 6 a.m. | | | | | |

| Harlow | 6 | am | | | | | | |
|------------|---|----|----|----|----|----|-----|---|
| Kiukuan | | | | | | | | |
| Shanghai | 1 | am | 9 | 55 | 79 | 91 | W | 1 |
| Guang | | | | 54 | 83 | 91 | SSW | 1 |
| Sharp Peak | | | | 67 | 84 | 87 | | 2 |
| Amoy | 6 | am | 7 | 73 | 81 | 91 | SW | 3 |
| Suway | | | | 81 | 81 | 87 | SW | 1 |
| Taihek | 5 | am | 10 | 73 | | | | 1 |
| Tachan | | | | 8 | | | | 1 |
| Tomon | | | | 80 | | | S | 6 |
| Koshun | | | | 75 | | | W | 6 |
| Pescadore | 3 | | | 77 | | | | 6 |

Mail will close for

A Mail will close for:—
 Moji and Salina Cruz, (Mexico)—Per *Baita*, 2nd Aug., 11 A.M.
 Swatow and Bangkok—Per *Rafaburi*, Aug., 11 A.M.
 Macao—Per *Hsungshan*, 2nd Aug., 1.15
 Swatow and Shanghai—Per *Esang*, Aug., 3 P.M.
 Yokohama—Per *M*

HONGKONG AND WHAMPOA DOCKS.

Meiler international
Kansau New

Ships Passed The Canal,

4th July—Siletia (Ger.), Sanuki
Died of Malaria, Monrovia, Liberia, St.
—Benvenuto, C. Ford Lucas, Flomah,
Telmachau, 10th July—Berndt, Dismal,
Sarna, Scandinia, Siltionia, Dongola, E.
Frans Eitel Fridrich K. 14th July—Ber
Caldentien, China, Pelus, Radnorhira,
Mardu, M'ing Wo, Pindarti. 18th July—
Luis Tibergheim, Prussum, 20th July—
Maru, Ajiddo, Sultanbali, Jacopo,
clatou, Konangai, Satsunmu, 21st July—
elluck, Oceanair, Rhiphus, Sachien,
27th July—Hyson, Paluwan, Polynesian
Moru. 1st August—Andalusia,
Adomineus, Laos, Zitein, Saregabmba,
Baru.

Arrivals at Home—4th July—Awa
P-ing Heinrich, Benlawur, Urmon

Calchas, 6th July—*Merionethshire*, S
 Andruwadd, 7th July—*Ceylon*, 10th
 Anachis, *Moyuna*, *Sanuki Maru*, 11th
 —*Salasie*, *Silula*, *Poonna*, 18th July—
 Vondalla, *C. Ferd* *Lastin*, 20th July—
 Silthonia, 25th July—*Bendalor*, *Be*
 Filinshire, *Seneca*, *Tamba Maru*, 26
 —*Palermo*, 27th July—*Arcadia*, *O*
 1st August—*C. Ferd* *Lastin*, *Trilista*,

VISITORS AT THE HOTELS.

HONGKONG.

Biervliet, A. Van (Vice-Consul for Belgium)
 Birbeck, R. J.
 Bisney, S.

| | |
|-------------------------|---------------------|
| Bissell, W. S. | Moore, Dr. and Mrs. |
| Blair, K. J. | W. B. A. |
| Brighton, F. G. | Moreno, A. (Consul |
| Campbell, L. F. | General of Panama) |
| Carter, A. | Newborn, Mr. & Mrs. |
| Chichester, D. A. A. G. | R. H. |
| D.S.O. Major A. A. | Newington, A. G. |

NAME: THOMAS GUNN GRADE: 1112 POSITION: CAPTAIN

| NAME. | CLASS. | TONS. | GOV. | 1917. | COMMANDER. | STATION. |
|-------------|------------------------|--------|------|--------|--------------------------------------|---------------------|
| Argonaut | cruiser, 1st class | 11,000 | 16 | 18,000 | Commander E. La T. Leatham | Shanghai |
| Azzurra | cruiser, 1st class | 4,302 | 10 | 7,000 | Captain E. H. Smith | Hongkong |
| Bramble | river gunboat | 79 | 6 | 903 | Captain C. L. Vaughan-Lee | Hongkong |
| Brynmor | river gunboat | 710 | 5 | 900 | Lieut.-Commander E. G. W. Davidson | Yangtze |
| Chirrus | sleep | 1,070 | 6 | 1,400 | Lieut.-Commander W. L. Bamber | Hongkong |
| Clin | steamer of war | 1,070 | 6 | 1,400 | Commander H. du C. Luard | Hongkong |
| Diadem | cruiser, 1st class | 11,000 | 16 | 16,500 | Commander H. D. Wilkin, D.S.O. | Hakodate |
| Fame | torpedo boat destroyer | 306 | 6 | 5,750 | Captain H. W. Savory, M.V.O. | Hongkong |
| Fleur | cruiser, 2nd class | 4,300 | 10 | 7,000 | Lieut.-Commander Hughes | San Francisco Ports |
| Flood | torpedo boat destroyer | 275 | 6 | 4,000 | Captain H. Grant-Dallton | Hakodate |
| Flood | torpedo boat destroyer | 275 | 6 | 4,000 | Lieut.-Commander L. B. Cox | Hakodate |
| Hut | torpedo boat destroyer | 280 | 6 | 3,000 | Lieut.-Commander R. Henniker-Haston | Hakodate |
| Janus | cruiser, 1st class | 9,800 | 14 | 22,000 | Lieut.-Commander W. H. Darwall | Hakodate |
| Kent | cruiser, 1st class | 14,100 | 18 | 31,000 | Captain S. V. de Horsey | Hakodate |
| King Alfred | cruiser, 1st class | 9,800 | 14 | 22,000 | Captain C. F. Thursby | Hakodate |
| Konsha | cruiser, 1st class | 9,800 | 14 | 22,000 | Lieut.-Commander Percy Crabtree | Yangtze |
| Moomouth | river gunboat | 180 | 2 | 800 | Captain J. A. Tuke | Hakodate |
| Moonshee | river gunboat | 180 | 2 | 800 | Lieut.-Commander Robert E. Vaughan | West River |
| Otter | torpedo boat destroyer | 360 | 6 | 6,300 | Lieut.-Commander J. Kiddle | Hakodate |
| Ramirez | surveying ship | 835 | 5 | 750 | Commander C. E. Monro | Hongkong |
| Robin | river gunboat | 85 | 2 | 240 | Lieut.-Commander C. B. Walcott | West River |
| Sandwich | river gunboat | 85 | 2 | 240 | Lieut.-Commander H. T. Alay | West River |
| Singa | river gunboat | 85 | 2 | 240 | Lieut.-Commander J. T. S. Lyne | Yangtze |
| Taku | torpedo boat destroyer | 250 | 6 | 6,500 | In reserve | Hongkong |
| Tamar | receiving ship | 1,050 | 6 | 1,600 | Commodore H. P. Williams | Hongkong |
| Teal | river gunboat | 180 | 2 | 800 | Lieut.-Commander E. Secretan | Yangtze |
| Thistle | river gunboat | 710 | 6 | 1,300 | Lieut.-Commander R. M. R. West | Shanghai |
| Virago | torpedo boat destroyer | 355 | 4 | 450 | Lieut.-Commander Stevenson | Hakodate |
| Waterwitch | surveying ship | 940 | 6 | 5,000 | Commander R. W. Glennie | Surveying (Swatow) |
| Whiting | torpedo boat destroyer | 360 | 6 | 600 | Lieut.-Commander C. E. L. Thomas | Hakodate |
| Widgeon | river gunboat | 195 | 2 | 550 | Lieut.-Commander G. B. Spicer-Simson | Yangtze |
| Woodcock | river gunboat | 150 | 2 | 550 | Lieut.-Commander G. J. Todd | Yangtze |
| | river gunboat | 150 | 2 | 550 | Lieut.-Commander Jao. F. Knox | Yangtze |

| DESCRIPTION | TONS | CLASS | H. R. | COMMANDING OFFICER |
|-------------|------|-------|-------|--------------------|
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| 66. 1000 | 1000 | 1000 | 1000 | 1000 |
| 67. 1000 | | | | |

| NAME. | FLAG AND DESCRIPTION. | TONS. | GUNS. | H. P. | COMMANDER. | BASE. |
|-----------------|-----------------------|--------|-------|--------|--|----------------|
| Achéron | armoured gunboat | 1,796 | 10 | 1,700 | Lieut. Faure | Haiphong |
| Adour | receiving-ship | — | — | — | Lieut. Marle | Haiphong |
| Alouette | torpedo-depot | — | — | — | Commander Kérissuel | Cape St. James |
| Argus | river gunboat | 123 | 6 | 500 | Lieut. Jeannel | Canton |
| Catonade | river gunboat | — | — | 150 | Lieut. Millat | Saigon |
| Décidé | gunboat | 645 | 10 | 1,000 | Lieutenant Le Blanc | Chéfoo |
| Descartes | cruiser | 3,085 | 14 | 5,500 | Commander Amet | Saigon |
| Dupetit-Thouars | armoured cruiser | 10,014 | 14 | — | Capt. Lescapins de Saune | Chéfoo |
| Estréenne | sub-marine | — | — | — | Lieut. Coquelin | Saigon |
| Esturgeon | destroyer | 303 | 7 | 6,300 | Lieut. Garsneau | Chéfoo |
| France | destroyer | 350 | 7 | 303 | Lieut. de Saint-Seine | Chéfoo |
| Foudre | cruiser | 8,300 | 8 | — | Capt. Tracou | Wonsung |
| Guichené | protected cruiser | 9,376 | 14 | 20,200 | Capt. Ridoix | Chéfoo |
| Gueydon | armoured cruiser | — | — | — | Lieut. Portier | Haiphong |
| Henri Rivière | river gunboat | 200 | 6 | 308 | Lieut. Le Corroller | Haiphong |
| Jacquin | river gunboat | 307 | 7 | 300 | Commander Sagot-Duvaux | Chéfoo |
| Javelin | destroyer | 1,250 | 7 | 2,200 | Commander Simon | Haiphong |
| Keralat | cruiser | — | — | — | Lieut. Armbruster | Saigon |
| Lynx | sub-marine | — | — | — | Commander Laporta | Baie d'Along |
| Manchou | surveying-ship | — | — | — | Capt. Marel | Chéfoo |
| Montcalm | armoured cruiser | 9,500 | 16 | 19,600 | Commander Terquem | Saigon |
| Mouquet | destroyer | 307 | 7 | 6,300 | Lieut. Grollier | Chungking |
| Néron | river gunboat | 200 | 6 | — | Lieut. Marchand | Tongku |
| Néron | gunboat | — | — | — | Lieut. Hubert | Saigon |
| Néron | sub-marine | 307 | 7 | 6,300 | Commander Bertheaud | Hongay |
| Néron | destroyer | — | — | — | Lieut. Glorieux | Saigon |
| Néron | sub-marine | 307 | 7 | — | Lieut. Vincent-Bréchignac | Shanghai |
| Néron | destroyer | — | — | — | Flagship of Rear-Admiral de Marolles | Saigon |
| Redoutable | battleship, reserve | 9,437 | 8 | 6,071 | Commanding the local naval defence of Indo-China, Capt. Passerat de Silans | Chéfoo |
| Sabre | destroyer | 307 | 7 | — | Lieut. Haillier | Saigon |
| Sabre | armoured gunboat | 1,796 | 10 | 1,700 | Lieut. Duc | Upper Yangtze |
| Sphinx | river gunboat | 6,150 | 23 | 4,150 | — | Hongay |
| Taïwan | receiving-ship | — | — | — | Lieut. Fougereuse | Saigon |
| Vauban | torpedo-depot | — | — | — | Lieut. Brugnon | Canton |
| Vétéran | river gunboat | 123 | 6 | 500 | — | — |
| Vigilante | — | — | — | — | — | — |

- * Flagship of Vice-Admiral Richard, Commander-in-Chief.
- † Flagship of Rear-Admiral Boisse, Second-in-Command.
- ‡ At the disposal of Rear-Admiral de Marolles, Commanding the naval defence of Indo-China.
- § Flagship of Rear-Admiral de Marolles.

